

Intimations

Mounie's Brandies



GARNER, QUELCH & Co.,
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LYONS

BLUE BLACK, SCARLET AND CHECKING INKS,
GLUCINE,
(The finest mucilage on the market).

Obtainable only from

STERNBERG'S (SUB-AGENTS),
OLD POST OFFICE BUILDING.

Sole Agent for Hongkong and South China:

H. STEPHENS,
10, QUEEN'S ROAD CENTRAL.

Hongkong, April 17, 1912.

NOTICE

THERE IS ONLY ONE PLACE for the BEST MEAL in
HONGKONG

Alexandra Cafe.

The Best Bread made in Hongkong.

Hongkong, September 17, 1912.

BOB HOWARD, Sole Proprietor.

No More Grey Hair

You can easily avoid that most disquieting sign of age—grey hair—by using
BROUX MIXTURE OR VENETIAN MIXTURE,
WARRANTED HARMLESS.

which imparts a natural colour, light brown, dark brown or black, and
makes the hair soft and glossy. It is a perfect, cleanly and harmless
stain, washable and lasting, most easy to apply.

PARIS TOILET

No. 15, QUEEN'S ROAD CENTRAL.

Hongkong, April 30, 1912.

THE WISE

Forward their Parcels and Cases, etc.

China Express Co.

THE OTHER WISE

TAKE THE CONSEQUENCES.

Do not add to the trials of every day life by trying to ship your
own effects, curios, etc. We forward packages of any size, shape or weight
to ALL PARTS OF THE WORLD AT LOWEST RATES.

Connections with the principal Express and Forwarding Agencies
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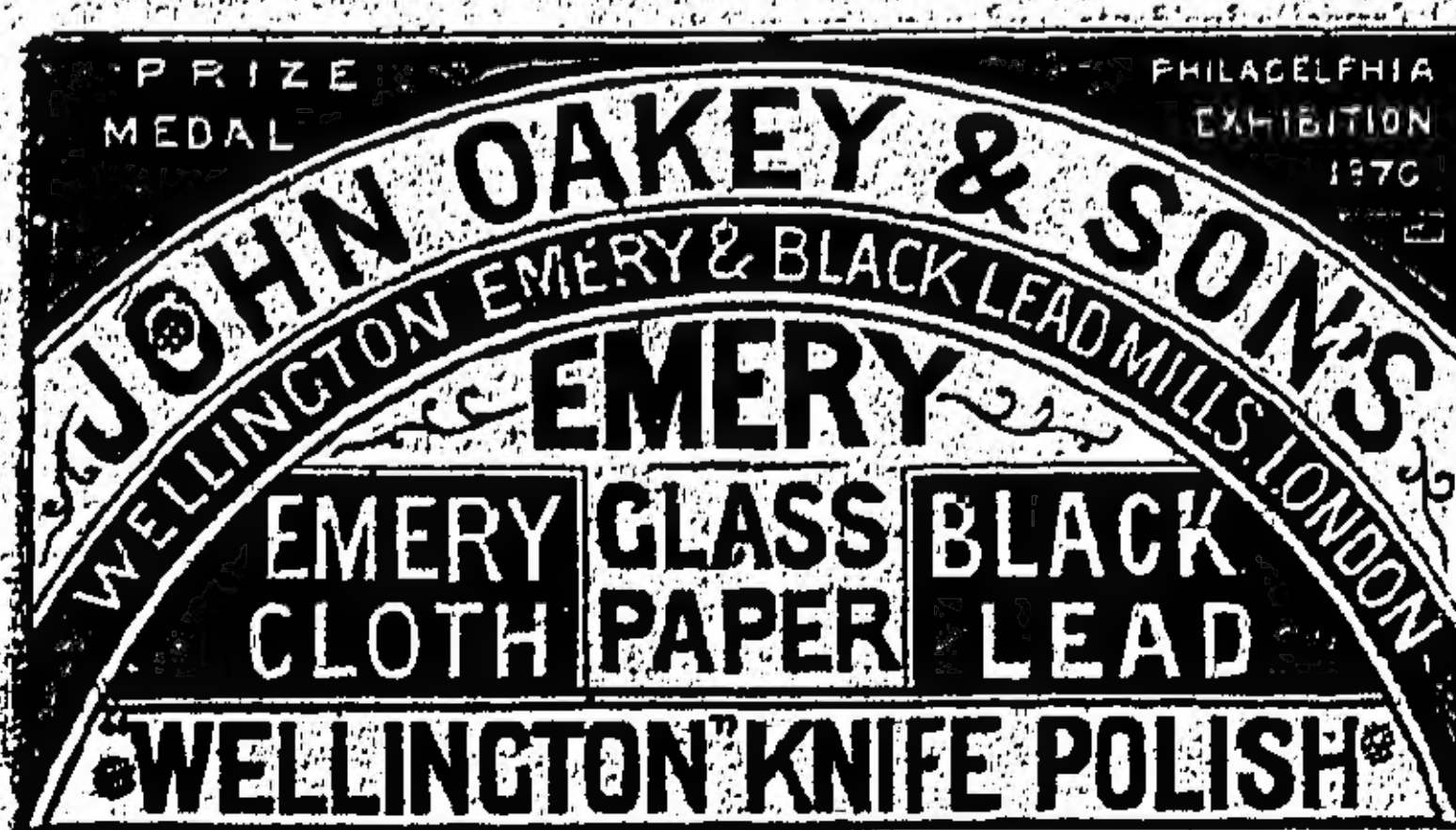
(ESTABLISHED 1844).

3, DUDDELL STREET,

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Ring Up Telephone No. 668.

Hongkong, June 1, 1912.



JOHN OAKLEY & SONS LIMITED, "WELLINGTON, N.Z." LONDON.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

3 STRAND
1/2" to 1 1/2"
CIRCUMFERENCE

CABLE LAD
5" to 15"
CIRCUMFERENCE

4 STRAND
3" to 10"
CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to
Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1912.

NEWS FROM HOME.

(From Our Own Correspondent).

LONDON, August 20.

SHIPPING COMBINE.

"Reynolds' Newspaper," not usually an authority on shipping matters, states: "A big shipping combine is in contemplation in the Far East, the head of which will be Mr. B. P. Scherwin, vice-president and manager of the Pacific Mail Steamship Company."

ANGLO-GERMAN FRIENDSHIP.

A big effort is to be made here and in Germany in the early autumn to spread amity between the British and German peoples. On this side Sir Frank Lascelles, former British ambassador in Berlin, is a moving spirit, while the movement has similarly powerful support in Germany.

After all, a good many people are inclined to agree with the remarks made to the German colony of Vancouver the other day by Dr. Hermann Daasche, vice-president of the Reichstag. "People ask," he said, "what Germany wants with her ships. Does she want war? Now it is impossible for any thinking person to believe that two sister nations are going to be led into a bitter war and allow themselves to be crippled in order to benefit a third, the yellow race. No, the German fleet exists to protect German industries and commerce."

EASTERN CLUBS IN LONDON.

Two clubs for Orientals are doing well in London. First there is the headquarters of the Northbrook Society in Cromwell Road, the house run in connection with the India Office for the benefit of Indian students in London. There Indian students are given true social life and guidance under the eye of experienced Englishmen. For ever since the crime of Dhangra at the India Office reception a year or two ago the danger has been appreciated of allowing these students to roam about this city without a guide, philosopher or friend. To this work Mr. W. T. Arnold, the London adviser for Indian students, has brought a wonderful enthusiasm and a remarkable knowledge of Oriental character and conditions. With him is associated Mr. Cranmer Byng, the accomplished writer of Chinese and Indian literature. Up to now Dr. P. K. Ray has been Mr. Arnold's assistant Indian adviser, but he has resigned and his place is being taken by Mr. Aminur Rahman, a native of Bengal, who has just taken his law degree at Edinburgh University. Then the Japanese have prospered so much as clubmen that they have moved their premises from King Street, Covent Garden, to much more commodious premises in Mortimer Street, just off Regent Street. They have over two hundred members, representing all the arts and sciences and also diplomacy and commerce. There are all the accessories of Western comfort, in addition to unmistakable Japanese art and equally distinctive Japanese cooking.

CHINESE HAIR.

According to the "Standard," whose investigator has been spying around in the West End, the use of false hair is increasing rapidly, for the sake of saying it is past. A well known coiffeur told the interviewer: "The whole art of cultivating the feminine appearance has become much more general in recent years. The round of social duties in the London atmosphere necessitates some assistance to nature in 'keeping up appearances.' Anyone would be thought quite prudish nowadays if she expressed an antipathy to the use of powders and to touches of rouge. After all, London women are not bound to resign the chance of maintaining an attractive complexion, even if weak nature cannot provide them with it. The only thing necessary is that they should use skill."

"In the same way it is as the result of a growing experience of the way to cultivate beauty that dyeing is giving place to the use of false hair. It has been found that a particular colour of dye, having become fashionable, becomes vulgar, like a particular style of hat. But dyes cannot be put off quite so frequently as hats, and no woman likes to go about as the twin sister, in some feature, of hundreds of other women. Hair, on the other hand, is plentiful in London. It comes in detached masses from hundreds of foreign centres. During the Chinese revolution recently dealers were busy collecting the finest specimens of pig-tails, and to-day the quality of the hair worn in London has gone up as a direct consequence."

It seems that the fashions favour the trade in hair. The pretty 'twins' that just appear in a single twist over one temple; the straight French fringe that falls over the top of the brow; the slightly knot that spreads out behind and touches the neck—all are carefully made from the stock of the dealers in Chinese

pigtails. Women must, after all, be fashionable in coiffure, and coiffure styles alter very quickly."

ESTATE CLAIMANTS.

Though many big landowning magnates seem anxious to sell their estates and clear out to Canada, there are many people who are just as keen to gain possession of broad English acres. In fact the season for claiming estates seems likely to be a busy one. There is a small shopkeeper of Manchester who is offering those who help him half the income he gets for life if he manages to win through to the possession of the titles of Earl of Newburgh, Viscount of Kynaird, and Baron of Livingston, with the Haslop estate of twenty-six villages in Derbyshire and the still larger Slindon Hall estate in Sussex. The total value of the property is set down in round figures—never mind the halfpence—at six millions sterling. At present the title of Earl of Newburgh rests in an Italian family named Giustiniani-Bandini, residing near Rome.

In another case, George Tooth, a jobbing gardener of South London, has taken to parading the London streets bearing a sandwich board setting out that he is the rightful heir to the Marquisate of Waterford. He claims to be the son of the fifth marquis, by his first wife, who died in 1873. He hopes one of these days to come across somebody in his wanderings who will aid him in his claim. And on the top of that there is Tom Pritchard, manager of the "Ring," a South London boxing saloon, now on trial for receiving a dressing bag, the property of Princess Charles of Hesse, stolen in London a few days ago. He is the son of a Birmingham jeweller and pawnbroker and is one of the claimants to the Pritchard millions, including a great estate in Wales, tea gardens in Ceylon, and property in Liverpool. Perhaps their chances are about equal of really coming through to the possession of great riches. In nothing is the saying more true, about there being "many a slip 'tween the cup and the lip."

LAND VALUES IN NEW YORK.

Expensive Skyscraper Site.

NEW YORK, August 18th.

The biggest deal in landed property in the history of New York was made to-day when a corporation headed by Mr. T. Coleman Dapont bought the site, No. 120, Broadway, on which the Equitable Life Insurance building stood before it was burnt down last January. The land cost \$2,800,000, or \$28 8s. a square foot, which is considered cheap for property in the heart of New York's financial section. The corporation intends to erect a skyscraper thirty-six storeys high, costing \$3,200,000. The building is expected to be completed in May, 1914, and although it will not be as high as the Woolworth Tower, now nearing completion, by about twenty storeys, the new Equitable building will be the largest office building in the world, occupying a whole city block.

According to the architects the plans for the new skyscraper will be the last word in business building here. The ground floor will be occupied by magnificent arcades, shops, broad marble staircases, and a battery of express lifts running to the twentieth floor without a stop. Simplicity and dignity have been sought in the exterior plans. The detail and feeling of the Italian Renaissance characterizes the design, and the materials used will be a harmonious combination of stone, brick, and terra cotta. The Equitable Life Insurance Company will occupy one whole floor of the new structure, while the Lawyers' Club of New York will occupy the whole of the top floor.

China imports about 250,000 worth of tooth-brushes from Osaka, Japan, annually, says a Japanese consular report.

The Man Who Gets There

Is the man who has blood—real rich red blood and plenty of it—in his body.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

makes blood—lots of it—life giving, brain nourishing, strength replenishing blood.

OF ALL CHEMISTS

Prices 21-25 and 22-25

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Commanders.	Last report of
Alacrity	despatch- vessel	1700	12	2000	Comdr. O. L. Lamb	Hongkong
Admiralty	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	710	2	90	Lt.-Comdr. B. E. Pritchard	Kiukiang
Britomart	river gunboat	710	2	900	Lt.-Comdr. W. H. Darvall	Hankow
Cadmus	sloop	1070	6	1400	Comdr. H. P. E. T. Williams	Hankow
Cherub	water tank and tug	390	—	300	Master B. Smith	Hongkong
Clio	sloop	1070	6	1400	Comdr. H. R. Vase	Canton
Defence	cruiser, 1st class	14,600	—	—	—	Hongkong
Fame	torpedo boat destroyer	363	6	5700	Lt.-Comdr. H. S. Monroe	Hongkong
Flora	cruiser, 2nd class	4360	10	7000	Capt. C. F. Corbett, M.V.O.	Hongkong
Handy	torpedo boat destroyer	375	6	4000	Lt.-Comdr. E. Boddam-Whetham	West River
Janus	torpedo boat destroyer	390	6	3900	Lt.-Comdr. Maxwell	Swatow
Kent	cruiser, 1st class	9000	14	22,000	Capt. A. T. Hunt, C.S.I.M.	Amoy
Kinsha	river gunboat	816	4	1200	Lt.-Comdr. H. D. Marryat	Yangtze
Merlin	sloop	1043	—	—	Capt. F. C. C. Pasco	Surveying duties
Minotaur	cruiser, 1st class	14,500	—	27,000	Capt. G. C. Cayley	Shanghai
Monmouth	cruiser, 1st class	9800	—	22,000	Capt. B. H. F. Bartlett	Shanghai
Moorhen	river gunboat	180	2	800	Lt.-Comdr. G. P. Leith	West River
Newcastle	cruiser, 2nd class	4300	—	—	Capt. G. P. E. Hunt, D.S.O.	Hongkong
Nightingale	river gunboat	85	2	240	Lt.-Comdr. Malcolm Murray	Yangtze
Otter	torpedo boat destroyer	350	6	3800	Comdr. Seymour	Hongkong
Pegasus	cruiser	2132	—	—	Capt. F. H. Mitchell	Shanghai
Prometheus	cruiser	2135	—	5000	—	Singapore
Ribble	torpedo boat destroyer	399	—	7500	Lt.-Comdr. E. J. G. Mackinnon	Shanghai
Rosario	depot ship, submarines	940	—	140	Lt.-Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	85	2	240	Lt.-Com. Allan Dixon	West River
Sandpiper	river gunboat	85	2	240	Lt.-Com. I. A. S. H. Hutton	West River
Snake	river gunboat	85	2	240	Lt.-Comdr. Maurice B. Leslie	Yangtze
Taku	torpedo boat destroyer	350	6	3500	Lt.-Comdr. Brinkenden	Hongkong
Tamar	receiving ship	4500	6	—	Commodore C. J. Eyres	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. Hon. G. Stopford	Upper Yangtze
Thistle	river gunboat	710	2	900	Lt.-Com. J. R. N. Cottrell-Dormer	Hankow
Uk	torpedo boat destroyer	599	—	7500	Lt.-Comdr. B. W. Bluet	Shanghai
Virago	torpedo boat destroyer	355	6	3900	Lt.-Com. H. D. Adair-Hall	Hongkong
Waterwitch	surveying ship	620	—	450	Lt.-Comdr. F. A. Rayne	Hongkong
Wolland	torpedo boat destroyer	599	—	7500	Lt.-Comdr. E. T. B. Chambers	Shanghai
Whiting	torpedo boat destroyer	380	6	3900	Comdr. G. B. Hartford	Hongkong
Widgeon	river gunboat	195	2	600	Com. M. H. Wilding	Keelung
Woodcock	river gunboat	150	2	600	Lt.-Com. M. Blackwood	Yangtze
Woodlark	river gunboat	150	2	600	Lt.-Comdr. G. F. A. Mulock	Yangtze
36	submarine	—	—	—	Lt. C. Godfrey Harbert	Hongkong
37	submarine	—	—	—	Lt.-Comdr. A. A. J. Fenner	Hongkong
38	submarine	—	—	—	Lt.-Comdr. J. R. A. Codrington	Hongkong
0.35	torpedo boat	—	—	—	Lt.-Comdr. Woodward	West River
0.36	torpedo boat	—	—	—	Lt.-Comdr. Murphy	West River
0.37	torpedo boat	—	—	—	Lt.-Comdr. Nicol	West River

Flagship of Vice-Admiral Alfred L. Winslow, R.O.B., C.V.O., C.M.G., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	Guns.	H.P.	Captains.	Last report of
Kaiser Franz Joseph I	Austro-Hungarian cruiser	4000	45	8000	Capt. H. Nauts	Shanghai
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Vergez	Shanghai
Eleber	French armoured cruiser	9700	12	19,600	Capt. Gouta	Saigon
Decidee	French river gunboat	445	10	1700	Lt.-Comdr. Vandler	Saigon
Argus	French river gunboat	180	6	570	Lt.-Comdr. Doriot	Canton
Vigilante	French gunboat	123	7	500	Lt.-Comdr. de Jervillier	Canton
Pelito	French gunboat	130	—	—	Lt.-Comdr. Collin	Tongku
Dondard de Lagree	French gunboat	—	—	—	Lt.-Comdr. Dupuy Dolemps	Tschong-Kia
Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Lynx	French sub-marine	—	—	—	Lt.-Comdr. Boluix	Saigon
Protee	French sub-marine	—	—	—	Lt.-Comdr. Boluix	Saigon
Slyx	French armoured gunboat	1798	10	1700	Lt.-Comdr. Guillaume-Louis	Saigon
Fronde	French destroyer	350	7	303	Lt.-Comdr. Aurillac	Saigon
Therville	French destroyer	—	—	—	Capt. de Frigate Roussin	Hongkong
Pistole	French destroyer	130	7	900	Comdr. de Marquessar	Saigon
Mousquet	French destroyer	307	6	300	Comdr. de Marquessar	Saigon
Manche	French surveying-ship	1625	10	9000	Comdr. Voisin	Saigon
Flagship of Capt. (Commodore) Boucicaut, Commanding the French defense Indo-China.						
London	German cruiser	3600	22	13,500	Capt. v. Restorff	Tsingtau
Gastsevan	German armoured cruiser	11,600	36	26,000	Captain v. Useler	Tsingtau
Ilia	German gunboat	900	12	1300	Comdr. v. Gohren	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow	Tsingtau
Loipig	German cruiser	3250	24	11,000	Capt. Behncke	Tsingtau
Luchs	German cruiser	900	10	1380	Comdr. Bendemann	Tsingtau
Nurnberg	German cruiser	3400	22	13,200	Capt. Monberger	Tsingtau
Otter	German river gunboat	—	—	—	Capt. Lieut. Jantzen	Yangtze River
Scharnhorst	German flag-ship	11,800	36	26,000	Capt. Lieut. Berrenberg	Tsingtau
S. 90	German torpedo-boat	400	8	6500	Capt. Lieut. V. S. Claassen	Tsingtau
Taku	German torpedo-boat	290	4	8000	Comdr. Luppe	Tsingtau
Tiger	German gunboat	900	10	1380	Capt. Lieut. Frhr. Fricke	Canton
Tsingtau	German river gunboat	223	4	1300	Comdr. v. S. Prinz	Shanghai
Vaterland	German river gunboat	223	4	500	—	—
Calabria	Italian cruiser	2145	—	—	Comdr. Sommi Picenardi	Shanghai
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patric	Portuguese gunboat	700	—	—	Captain J. Milheiro	Timor

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

UNITED STATES NAVY.							
	U. S. submarine				Ensign J. McC. Murray		Mongapo
A-2					Lieut. E. D. McWhorter		Olongapo
A-4					Ensign J. O. Van de Carr		Olongapo
A-6					Ensign C. M. Yates		Olongapo
A-7	U. S. protected cruiser	3430	10	7500	Com. M. J. Bristol		Cruising
Albatross	U. S. torpedo-boat destroyer	420	7	8000	Lt. O. S. Graves		Cruising
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. Hill		Cruising
Berry	U. S. gunboat	243	8	250	Ensign W. L. Heiberg		Canton
Callao	U. S. gunboat	420	7	8000	Lieut. F. J. Fletcher		Cebu
Chancey	U. S. torpedo-boat destroyer	420	7	8000	Comdr. S. S. Robinson		Cruising
Cincinnati	U. S. protected cruiser	3183	11	10,000	Ensign J. L. Oswald		Cruising
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. B. H. Green		Cruising
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Lt. Comdr. V. S. Houston		Shanghai
El Cano	U. S. gunboat	620	4	600	Comdr. R. H. Jackson		Shanghai
Helena	U. S. gunboat	1392	8	1968	Chief Gunner J. Mitchell		Cebu
Holmes	U. S. station ship	1900	6	1100	Lt. E. P. Svars		Olongapo
Monadnock	U. S. monitor	3960	6	3000	Commander H. A. Wiley		Shanghai
Montevideo	U. S. monitor	4084	4	5277	Lieut. C. A. Woodruff		Cebu
Panama	U. S. gunboat	243	8	—	Lieut. S. W. Wallace		Canton
Piscataqua	U. S. sea-going tug	654	2	1600	Lieut. R. V. Lewis		Shanghai
Pompey	U. S. repair ship	3085	—	—	Lieut. J. W. Schoenfeld		Shanghai
Quincy	U. S. gunboat	350	2	208	Lt. Comdr. A. N. Mitchell		Cruising
† Reinbow	U. S. cruiser	4300	14	1800	Lt. E. C. Washburn, Jr.		Cebu
Sigsbee	U. S. gunboat	243	8	250	Comdr. H. A. Brigham		Cruising
Serrano	U. S. armored cruiser	8115	14	17,411	Ensign H. A. McClure		Shanghai
Vandaloe	U. S. gunboat	370	9	208	Chief Gunner J. H. Babcock		Shanghai
Wilmington	U. S. gunboat	1392	8	1968	Lieut. Boston, P. E. Reddick		Olongapo
Wompatuck	U. S. tug	402	—	650			
† U. S. Battleship Flagship of Rear-Admiral R. F. Nicholson, Commander-in-Chief, United States Pacific Fleet.							

SAN MIGUEL BEERS.

PRICES:

	per Dozen Pints. (including duty)
PILSENER BEER...	...\$2.50
DOUBLE BOCK...	...\$2.50
GOLD RIBBON...	...\$2.70
CERVEZA NEGRA...	...\$2.70

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A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

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SUPPLY IT

GUARANTEED FOR

FIVE YEARS.

Unrivalled for quality of

TONE

and Lightness of

TOUCH.

S. MOUTRIE & Co.,
LIMITED.

Hongkong, April 16, 1907

Powell's

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AMERICAN
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ENGLISH
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ELEGANT SHAPES

AND

PERFECT FITTING.

REASONABLE PRICES.

Wm. Powell, Ltd.

THE EDWARD DISPENSARY,
C. KAMMING & Co., Ltd.
Chemists and Druggists.GREAT REDUCTIONS IN
PRICES.PRESCRIPTIONS ACCURATELY
DISPENSED.
Pure Drugs, Patent Medicines, &c.52A, QUEEN'S ROAD, HONGKONG.
Hongkong, July 20, 1912.THE
CHINA MAIL
Typhoon Guide.

MEMO FOR TO-DAY.

9 p.m.—Allan Wilkie Co. at Theatre Royal, City Hall.

MEMO FOR TO-MORROW.

Interpret Aquatic Sports at V.R.C. 2nd Day.

General Memoranda.

SATURDAY, Sept. 21.—

Noon—Douglas Steamship Co. Meeting.

Interpret Aquatic Sports at V.R.C. 3rd Day.

9 p.m.—Variety Concert at Mt. Austin Barracks.

SUNDAY, Sept. 22.—

9 a.m.—Excursion to Macao.

MONDAY, Sept. 23.—

K.O.Y.L.I. Aquatic Sports.

TUESDAY, Sept. 24.—

K.O.Y.L.I. Aquatic Sports.

WEDNESDAY, Sept. 25.—

11 a.m.—Drawing of Debentures at Hongkong Club.

5 p.m.—Entries close for last Gymkhana.

5.30 p.m.—Association Football League Meeting.

THURSDAY, Sept. 26.—

Noon—China Sugar Refining Co. Extraordinary General Meeting.

5.15 p.m.—St. Andrew's Society Annual Meeting.

7.34 p.m.—Full Moon.

7.44 p.m.—Partial Eclipse of the Moon.

SATURDAY, Sept. 28.—

Garrison Children's Concert.

9.15 p.m.—Performance at Theatre Royal in aid of Cathedral Organ Fund.

MONDAY, September 30.—

Entries close for 'China Mail' Harbour Race.

WEDNESDAY, October 2.—

Swimming Race across the Harbour for Prizes presented by the 'China Mail.'

SATURDAY, October 5.—

Fifth Gymkhana Meeting.

9 p.m.—Smoking Concert at Mason's Club, Kowloon.

The China Mail

HONGKONG, THURSDAY, SEPT. 19, 1912

ARMOUR-PLATE MANUFACTURE.

We read in Engineering that one of the specialities which has very largely contributed to the renown of the Essen Works is that of their improved type of modern armour-plate manufacture. This was first started in the early nineties, when they put upon the market their hard-face steel plate, which has since superseded all other types, and is characterised by a hard, amorphous front surface, and a comparatively soft backing having a fibrous texture. Friedrich-Alfred Krupp had followed very closely all the more modern armour-plate experiments in their various phases. These experiments were numerous; they covered the manufacture of the steel, the selection of different steel alloys, and the various methods of carburising, quenching, and heat-treating the rolled plates. The experiments were crowned with success in the year 1893, when a 200 mm. (10.23 in.) face-hardened plate, the first manufactured on the Krupp process, was fired with satisfactory results. The Krupp plate was immediately adopted by the German Navy, whilst other navies maintained for several years the Harvey armour, owing, says Engineering, mainly to the wording of their specifications for the supply of armour. These specifications established for many years that a plate was reckoned a good one when under the firing tests no portion of the plate fell

in front of the target, thus uncovering the latter, cracks which went through the whole plate thickness being permissible. The Harvey plate—a cheaper plate to manufacture—met this fully, and, as a consequence, the various navies maintained it for some time for the protection of their ships. Since then, however, they have all adopted the Krupp plate, and the steel works in the different countries have concluded agreements with Messrs Krupp for its manufacture. The steel used for the manufacture of Krupp plates is a nickel-chrome steel, made at Essen, in the open-hearth furnaces attached to the armour-plate factory, and cast upright in flat ingot moulds, the weight of the ingot being between 80 and 100 per cent. heavier than the plate itself in its finished state. When the ingot has been reheated to a temperature of approximately 1200 deg. Cent. it is rolled down, at one heat, to the required thickness. The rolling operation proper lasts about one hour, and when completed the plate has a temperature which averages 500 deg. Cent. When the plate leaves the rolls it is allowed to cool down, when any imperfection in the surface, and any oxide which might have remained on the faces, are carefully removed by pneumatic hammering. The plate, after having been drawn to the required dimensions, is then ready for carburising the outer face. For this operation a number of plates are placed, in pairs, a few inches apart, one over the other, in the furnace, the faces to be carburised being turned one towards the other and separated by distance-pieces at the sides and ends. The other face of the plates—the rear face when fitted on board ship—is covered by a firebrick lining. The temperature of the furnace is raised to about 900 deg. Cent. At the same time, a constant flow of lighting gas is maintained between the two opposite faces of the plates, entering first on one side, then on the other side of the furnace, to allow the complete distribution of the gas over the whole surface, the operation lasting from one to three weeks, when the outside face of the plates under treatment has become carburised to a depth of about 1 in. On removing the plates from the carburising furnace, they are quenched, at a temperature of about 850 deg. Cent., by plunging them bodily into an oil-tank, the object being to annul the crystallisation of the steel in the rear part of the plate thickness, crystallisation due to the lengthy heating in the carburising furnace, and to promote the formation in the said rear part of a fibrous texture instead. The formation of the fibrous texture is further promoted by reheating the plate again—i.e., after oil-quenching—to a temperature of about 600 deg. Cent., and quenching it bodily in water. The next operation is destined to give the front, carburised, amorphous face the required degree of hardness, without in any way altering the fibrous texture of the rear portion of the plate, which forms by far the greater portion of the total plate-thickness. For this purpose the plate is laid on the movable hearth of a furnace, on a thick layer of fireproof sand, and is carefully protected all round with fire-bricks. The hearth is placed back in the furnace, this is heated up, and temperature records show that while the lower protected face had a temperature of barely 600 deg., the outer, carburised face had a temperature of 850 deg. Cent. and over. When this condition is reached, the plate is removed, and its outer, carburised face is placed under a number of thin water-jets, which impinge upon it until the plate is quite cold. This is called the differential quenching. The plate is then milled on the sides, and the bolt-holes are drilled and tapped in the rear face. Curved plates, added Engineering, have to be bent and given their required shape, under hydraulic pressure before the heat-treatment is carried out. For this latter treatment the hearths of the carburising and tempering furnaces are made with covers, supported by firebrick and sand, to protect the inner face of the plates during the heat process.

NEWS OF THE DAY.

H.M.S. Prometheus has arrived at Singapore.

All Military roads were closed to public traffic to-day.

Mr Christopher Willson left yesterday by the P. & O. s.s. Sardinia for home on a six months' holiday.

A dead child was left by somebody yesterday on the steps of the Italian Convent at Wanchai.

The R. M. S. Empress of Japan was expected to arrive at Shanghai at 8 p.m., Sept. 18, having been delayed by a typhoon.

We are asked to state that the Austrian Lloyd steamer Africa has been detained, and is expected to arrive here on Sunday, 22nd instant.

A man who picked another man's pocket of a watch and chain in the doorway of Sincere's Store was sent to prison for three months at the Police Court this morning.

The case in which a member of the crew of the s.s. Young Sang is charged with being illegally in possession of opium valued at \$25,000 has been remanded for a further week.

Recently there has been an influx of beggars to the Colony. Four were arrested yesterday in the western district and a similar number were taken charge of by the police in the eastern end of the Colony.

The local Branch of the Toyo Kisen Kaisha states:—We are in receipt of telegraphic information that the silk sent forward per our s.s. Nippon Maru was loaded in New York on the 14th instant, 4 days and 23 hours after arrival at San Francisco.

The English naval stoker who assaulted P. C. Cotton appeared in Court again this morning and was let off lightly by Mr Irving. For being disorderly he was fined \$3, and for the assault \$10. The policeman had to be sent to hospital, it will be remembered.

The s.s. Kaethe, chartered by the Eng Hok Fong Co., left yesterday for Mexican ports with nearly 600 Chinese emigrants. This trade will probably largely increase owing to the prohibition placed by the American Government on Chinese proceeding to Mexico via American ports.

Mr Irving informed two defendants brought before him at the Magistrate's today that if he remanded the case to enable them to call special evidence and then found that the evidence for the prosecution was correct, he would fine them more heavily for wasting the time of the Court. Defendants thought it would be wiser and cheaper to plead guilty.

Four large local launches have been sold to the Salt Commissioners for patrol between here and local coast ports. They have had a thorough overhaul at Kwong Hip Loong's, and left yesterday for various ports between here and Swatow, to carry out their duties of preventing salt smuggling. The importation of salt is a Government monopoly.

Police launch No. 4, lately the Magna, is, we hear, to be put in commission next week and to be placed on a new station, which is to be called Lantau Station. The launch has been fitted with a maxim gun on the fore deck well protected with shields. She should be a decided and much needed acquisition to our outlying stations.

The s.s. Lanan arrived to-day at noon with two Siberian mails, and the remainder of the Shanghai swimming team. Bad weather was experienced shortly after leaving Shanghai and on Tuesday evening so threatening was the appearance of the weather, with the barometer falling, that the captain considered it advisable to seek shelter, so put in at the bank of Matsui Island and anchored for the night.

Some time ago a case came before Mr Irving in which a man was charged with detaining his daughter, a married woman. It was stated for the defence that the husband of the woman had not paid all the sum of \$350 agreed upon; there being \$150 outstanding. The Registrar General to whom the case was referred, was unable to suggest a settlement which commended itself to the parties so it was referred back to the court. As the complainant did not appear this morning his summons was dismissed.

A British subject was arrested at a farm house and brought to Peking on the 6th charged with illegal occupation and attempting to obtain money by means of threats. He is to take his trial at Tientsin, owing to the refusal of the Chinese authorities to allow witnesses for the defence to appear in Peking, where the question of consular jurisdiction has not been decided. The accused states that he contracted with certain Chinese to purchase their crops and that they attempted to evade their contract. Thereupon he demanded either compensation or the actual standing crops. The accused is well known in Peking, and the case is awaiting trial at Tientsin, where it is considered that the Chinese authorities will be able to produce witnesses for the prosecution.

TYPHOON WARNING.

The following telegram was received at 1 p.m. to-day at the American Consulate-General:—

Manila, September 17, 1912.
Cyclone or Typhoon E. of Luzon more than 300 miles distant moving W.N.W. or N.W.

A SERIOUS CHARGE.

Harbouring Girls.

Before Mr Melbourne this morning two men and three women were charged with harbouring ten girls. Mr Davidson, of Messrs Hastings and Hastings, appeared for the male defendants who were stated to be boarding house keepers. The case against them was remanded, and bail was allowed in the sum of \$500. In the case of the women, bail was fixed at \$1500.

Later on, Mr Davidson said he understood that the second man was the owner of the boarding house, and the first man a manager. He mentioned this in order that the second man might be allowed lighter bail, as his guilt would be less than in the case of the other man if the charge was proved against him.

Mr Melbourne said he only wished to fix bail in such a sum as would make defendants appear.

Mr Davidson said he did not know if it was very material, but he was instructed that the man was an opium smoker.

Mr Melbourne said he could do nothing more than hear in mind what Mr Davidson said. The bail was the usual amount fixed in such cases.

MERCHANTS AT LAW.

A Disputed Account.

In the Summary Court this morning an action was brought by J. Osawa and Co., 5 Queen's Road, Central, merchants, against Cho King and Co., 304 Queen's Road Central, merchants, to recover \$944.40, balance alleged to be due on account of goods sold and delivered by the plaintiffs to defendants during the months of March, April and May, 1912.

Mr Reader Harris, of Messrs Wilkinson and Grant, represented plaintiff, and Mr Creeve, of Messrs Hastings and Hastings, appeared for defendants.

Mr Harris said particulars of the claim had been filed, and so far as they went there was very little dispute in the matter at all. One important issue his Lordship would have to decide was whether plaintiffs were paid on July 24 a sum of \$835. The particulars his clients had delivered showed a balance of \$944.40, and the particulars delivered by defendants on June 1st, before the action was started, showed a balance due on that date of \$1450.05 due to plaintiffs. But since that date \$445.50 had been paid to his clients, which left \$330.16 due on their account on July 24. The defendants alleged that they subsequently paid \$235, and they paid into Court 15 cents. There was a difference of \$103.91 on the accounts which the defendants had deducted as discount; this the plaintiffs claimed should not have been taken off. Defendants also deducted \$5.40 on account of alleged breakages. Defendants, as shown by their documents, produced a copy of a letter which they alleged they wrote on July 24 to plaintiffs, and in it enclosed \$835. They did not produce any press copy of it, but they put in a chit book with an illegible signature against the delivery note of this alleged letter. His clients said the words "Enclosed \$835" which appeared against the entry were not there when they signed the book and he thought his Lordship would agree it was a clever imitation of the other writing.

Plaintiffs' manager identified the signature in the chit book as his own, but said the words "Enclosed \$835" were not written in the book when he signed. On July 30 he saw the manager of the defendant firm, and asked him to pay the balance of \$944.40 due, within one week, and he agreed to pay it. Next day witness wrote to defendants a confirmation of the conversation with their manager, threatening legal proceedings if the amount was not paid as promised.

His Lordship gave judgment for \$835.46, being the amount of the claim less a sum of \$5.40 which the plaintiffs said they were willing to waive.

Mr Creeve asked for a stay of execution for a week.

Mr Harris strongly objected to this being granted. He only knew one of the members of the defendant firm, and he lived in Canton, and it was admitted that defendant firm was not in a very strong position.

His Lordship granted a stay until noon to-morrow.

MARINE COURT.

At the Marine Court P. C. Eastley charged a boat-woman with failing to licence her craft, and she was fined \$2. Another woman, summoned for a similar offence on the information of P. C. Evans, was fined \$5.

The stevedore of the licensed trading junk T. 635, H., was fined \$10 for failing to carry the regulation lights while under way in the harbour on the 18th instant. P. C. Eastley, who laid the information, stated that defendant was sailing in the southern fairway, deep laden with sand. His only light was one at the stern.

Three cows were burnt to death in a fire which broke out yesterday in a cowshed adjoining No. 307, Sheung Sol. The outbreak was caused by a quantity of live coals which had been placed in a corner of the shed coming into contact with some straw. The three animals were killed.

THE ALLAN WILKIE COMPANY.

Performance of 'Salome.'

The much discussed "Salome," by the late Oscar Wilde, was produced by the Allan Wilkie Company at the Theatre Royal last night before a large audience. The play, which is in one act, is a thing of beauty—beauty of colour and sound, tinged deep in the voluptuousness of ancient Egypt. It is the work of a poet intoxicated with sensual ideas of what he conceived to be ancient Orientalism, and, possibly, his picture of the moving scene comes as much to the reality as any such picture could come.

Wilde in "Salome" draws upon Holy Writ for atmosphere and language no less than for subject matter. The scene is laid in one of the halls of Herod's palace. In the banquet hall Herod, Herodias and the Court hold revel. Salome, daughter of Herodias and step-daughter of Herod, tired of the revels and oppressed by the heavy air of the feast, steals away to a courtyard in which is a disused wall, now converted into a dungeon wherein the prophet Jokanaan is imprisoned. She overhears him in his prison calling the people to repentance and denouncing Herodias. She bids the guards bring him forth, but all refuse to violate Herod's express commands.

Salome holds to her desire, and working upon the young Assyrian's love for her persuades him to accede to her request. Jokanaan comes forth, and Salome is smitten with a strange and sudden love for him. He rejects and denounces her. The Assyrian, stricken with remorse and despair, slays himself, and Salome torn between love and anger at the "insult to her beauty scorned" sees Jokanaan redeemed to his prison. Herod, Herodias, and the Court enter from the feast, and flushed with wine and intoxicated with Salome's beauty the Tetrach bids Salome dance for him. She refuses.

Again and again, in glowing language, he urges his requests, to be met with the same refusal. With each denial he grows more desirous and offers her whatever she will have, to the half of his kingdom, while Herodias approves her daughter's resolve, and with biting scorn and contemptuously upbraids her husband. Suddenly Salome is seized with an idea. She will dance and hold the Tetrach to his oath to give her what she will. She dances the Dance of the Seven Veils. Herod watches her entranced. At the conclusion she desires of him the head of Jokanaan. Vainly he strives to persuade her to some other course, offering jewels and treasure beyond the dreams of avarice. She insists, and bound by his kindly word, he bids the executioner descend and fetch the dancer's ghastly memento. The head is brought, Salome catches it to her, speaks to it in alternate words of love and hatred, kissing the still warm lips. Herod watches in fear and horror. Driven mad with the sight he shrieks to his soldiers, "Kill that woman!" With their shields they strike and crush her to death.

Until the end, there is more poetry than drama in the play, but both are of a very high quality, though occasionally the long passages are somewhat tedious, notwithstanding the sensuous beauty of the language and imagery.

The following was the cast:—
Herod Antipas (Tetrach of Judea)

Mr. Allan Wilkie

The Young Assyrian

Mr. Arthur Goodall

A Cappodocian

Mr. G. F. Veir

The Jew

Mr. S. J. Ardley

Another Jew

Mr. Ronald Ewing

1st Nazarene

Mr. Jules Lemaire

2nd Nazarene

Mr. B. Sullivan

1st Soldier

Mr. Sibley Hicks

2nd Soldier

Mr. Rex Barrington

Tigellinus (a young Roman)

Miss Nora Craigie

Page to Herodias

Miss Vera Crichton

Slave to Herodias

Mr. W. Easton

Namaan (an executioner)

Mr. J. Norburn

Herodias (Wife to Herod)

Miss G. Littlewood

Miss F. Hunter-Watts

And a most able cast it was, every member playing with great talent. Miss Hunter-Watts gave a truly excellent performance, revealing histrionic talent of a very high order. Mr. Allan Wilkie, as the Tetrach, was also excellent, playing the part with all the necessary sensual ferocity. Miss G. Littlewood played the part of Herodias to the life and Miss Vera Crichton made the most of her small part as a Page. All the other characters were well-represented, and from first to last the play was a great success and was highly appreciated.

The scenery and dresses were magnificently appropriate.

"Salome" was preceded by a "curtain-raiser" entitled "A Florentine Tragedy" also by Wilde. It too was a remarkably vivid little play, full of colour and dramatic incidents, and narrating to an episode in which a Florentine Prince's Florentine merchant, and his wife figure prominently. Mr. Arthur Goodall as the Prince, Mr. B. A. Pitar as the merchant, Miss Vera Crichton as the wife, and Miss G. Littlewood as the daughter, were most ably. The conclusion, in which the Prince and the merchant fight and the former is strangled was decidedly realistic and a piece of consummate acting.

THE YAMATI BOMB AFFAIR.

Prisoner Committed for Trial.

The case against Wu Hon, who was charged with the murder of a man at Yamati on the 11th instant, was continued at the Magistrate's this afternoon. Prisoner is accused of having thrown a bomb in Woo Sung Street at a man with whom he had quarrelled, and who shortly after the affair died in hospital.

Inspector Cameron, prosecutor, and prisoner were defended by Mr. Substantius Russ, of Messrs. Goldring, Harlow and Morrell, solicitors.

Mr. Frank Browne, the Government Analyst, stated that on three packets of metal which he received from the police he found faint traces of chlorides and sulphates. He found nothing upon the particles found in the body of the deceased man. All the pieces of metal seemed to be the same.

A Chinese constable spoke to hearing the report of a bomb in Woo Sung Street, and seeing prisoner run away. A man was following him shouting "Save life." Witness joined in the chase, and arrested prisoner, with the assistance of another constable. They took the man back to where deceased was lying, and he cried out "Please arrest for me that pretty son Hon," witness asked if he was the only man who was responsible for the affair, and he replied "Yes, don't let him go." Prisoner tried to seize the other constable, who blew his whistle.

In answer to Mr. Russ, witness said he knew the deceased, who at one time was a policeman.

A woman, living at Woo Sung Street, said she found some pieces of metal, produced, adhering to a mosquito curtain in the doorway of her house. A hole was made in the net by something. She was in the house all the morning and did not notice anything unusual. The metal was found by her folk and she gave it to a man who was one of a crowd of people who went into the home to see it. She did not know the man.

Evidence was given by a man to the effect that he took the metal to a police station.

After further evidence had been given prisoner was committed for trial.

DISTINGUISHED GENERALS TO VISIT HONGKONG.

It is reported that several distinguished British military experts are to visit Hongkong at an early date, arriving here, it is expected, by the s.s. Persia. They include General Sir Ian Hamilton, General Ellison, Major Madocks, and suite.

General Sir Ian Standish Monteith Hamilton, G.C.B., F.R.S., is Adjutant-General to the Forces (second military member of the Army Council), G.O.C.-in-Chief Mediterranean, and Inspector-General of the Overseas Forces since 1910. Born in Cork, in 1853, he has served in several wars and expeditions, and was mentioned in despatches several times during the South African war and then made Major-General. He was military secretary at headquarters from 1901 to 1903, Chief of Staff to Lord Kitchener in 1901-02, and from that time to the end of the war commanded mobile columns in western Transvaal. He also served as Military Representative of India with the Japanese Field Army in Manchuria in 1904-5, and from 1905-9 was G.O.C.-in-Chief Southern Command.

Brigadier-General Gerald Francis Ellison, C.B., has been Director of Organization, Army Headquarters, since 1909. He joined the army in 1882, passed Staff College 1889, attended Army Headquarters 1900-03, Staff-Captain, Army Headquarters 1904-07, D.A.G. Adjutant 1907-09, winner of the Gold Medal of the Royal United Service Institution 1892, Staff service in South Africa 1899-1900 (despatches). Brevet Lt-Colonel, acted as Secretary of the War Office Reconstruction Committee, A.G. of Army Headquarters, 1904-5, and was principal Private Secretary to the Secretary of State for War during 1905-5.

The following was the cast:—
Herod Antipas (Tetrach of Judea)

Mr. Allan Wilkie

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Namaan (an executioner)

Mr. J. Norburn

Herodias (Wife to Herod)

Miss G. Littlewood

BY TELEGRAPH.

[Copyright.]
HOME CRICKET.

(Reuter's Service to the China Mail.)
London, Sept. 19.
England has beaten the Champion County, Yorkshire, by an innings and 123 runs.

AUSTRALIAN CRICKETERS.

LEAVE FOR UNITED STATES.

"English Cricketers Immensely Superior."

(Reuter's Service to the China Mail.)
London, Sept. 19.

Ten of the Australian cricketers who were playing during the season in England, have left Southampton for America. Bardeley is not going, and the eleven will be completed by Australian students in the United States.

Mr. S. E. Gregory, in an interview, said that the English cricketers were at present immeasurably superior both to the Australians and the South Africans.

THE RAILWAY DISASTER.

THE OFFICIAL FIGURES.

(Reuter's Service to the China Mail.)
London, Sept. 18.

Official returns show that 15 were killed and 48 injured in the Ditton disaster, which was reported in yesterday's issue.

The train was an express from Chester to Liverpool. It was descending an incline when the engine was derailed and dashed into a bridge, the driver being killed.

Nine carriages continued, and struck the station platform, seven being overturned, while two caught fire. The occupants were incinerated, the flames driving back the rescuers who witnessed agonising scenes.

Bonfires of the wrecked woodwork threw a lurid light on the 'gange' of workers and processions bearing the bodies of the wounded to ambulances.

ULSTER DEMONSTRATIONS.

SIR EDWARD CARSON'S RECEPTION.

Signing The "Covenant."

(Reuter's Service to the China Mail.)
London, Sept. 18.

Sir Edward Carson opens the Ulster demonstrations at Enniskillen to-day.

Arrangements for signing the Covenant in the City Hall, Belfast, on 28th inst., are of the most elaborate nature. There will be a third of a mile of desks enabling 540 people to sign simultaneously. The Unionists anticipate that 80,000 will sign there alone.

Huge processions are arriving in succession throughout the day.

Sir Edward Carson will be escorted to the hall by a guard of 200 ex-service men carrying a Union Jack. He will be received by Lord Londonderry and other leaders of the Belfast Corporation, Harbour Commissioners, and Water Board.

Sir Edward Carson will sign the Covenant at the first table, which will be covered by a Union Jack.

In the evening a procession will escort the leaders to the Liverpool steamer.

Eighteen special trains are "pouring in" Unionists and Orangemen to Enniskillen. The town is gaily decorated, Union Jacks being everywhere displayed.

Sir Edward Carson arrived by road and drove to the meeting escorted by two squadrons of yeomen and a large body of men drilled to resist Home Rule.

There were large crowds in the streets and people at the windows, who cheered, while the band played the National Anthem.

At the entrance to the meeting, Sir Edward Carson said that Unionists need not fear, as there came was just. The greatest cause for which men fought was for the government of their country. God would defend the right.

WHOOPIING COUGH.

It is in disease like whooping cough that the good qualities of Chamberlain's Cough Remedy are most appreciated. It quiets the cough, soothes the inflamed throat, and aids expectoration. It also soothes the inflamed lining of the lungs, and thus prevents the danger of all serious complications. It is a safe and reliable remedy for all cases of whooping cough, and is sold by all chemists and druggists.

BY TELEGRAPH.

[Copyright.]
TRADES' UNION DISPUTE.

COMMITTEE'S RESIGNATION DEMANDED.

(Reuter's Service to the China Mail.)
London, Sept. 19.

The Committee of the Railwaymen's Society, who expelled a member and encouraged pickets on Sept. 12, have thus incurred a charge of victimization in addition to underpaying. Several branches of the Society have passed a resolution demanding the Committee's resignation.

[Note.—Our telegram dated London, Sept. 19, reads:—The Headquarters of the Railwaymen's Union at Euston Road has been the scene of labour troubles for the past three days. Fourteen ex-railwaymen, employed as clerks there, joined the Union, and demanded the minimum salary of 35/- weekly instead of the 30/- they had been receiving. They were promptly dismissed, and the Union have since been successfully picketing the premises.—Ed. C.M.]

OBITUARY.

(Reuter's Service to the China Mail.)
London, Sept. 19.

The death of the following is announced.

COL. SIR HORATIO DAVIES.

Sir Horatio Davies, K.C.M.G., born in 1842, was Lord Mayor of London 1897-98, Conservative M. P. for Rochester from July to Dec. 1892; Chesham 1895-1906.

MAJOR WILLIAM EDWARDS.

Major W. M. Edwards, V.C., J.P., D.L., born in 1855 joined 74th Highlanders in 1877; served in the Straits Settlements and Hongkong; Egypt 1882; was present at Tel-el-Kebir (Victoria Cross, medal and clasp, and Khedive's star) five years Adjutant of 3rd Batt. Highland Light Infantry.

ADMIRAL VESSEY HAMILTON.

Admiral Sir Richard Vessey Hamilton, G.C.B., born in 1829, joined the Navy in 1843, Lieutenant 1851, served in Arctic Expedition in 1850-51 and in 1852-54 in search of Sir John Franklin, Commander for service in China 1857; Capt. 1862; Rear-Admiral 1877, Vice Admiral 1884, Admiral 1887; K.C.B. 1887, Senior Naval Lord of Admiralty 1889-91. President of the Royal Naval College, Greenwich, 1891-94; retired 1894. The late Admiral had medals for the Arctic, Baltic campaign, China, and a clasp for Fatahan Creek. He edited the "Letters of Sir Thomas Blyth Martin, G.C.B." in 1903.

BIOGRAPHY OF MR. LLOYD GEORGE.

"PIQUANT COMMENTS" ON PUBLIC MEN.

(Reuter's Service to the China Mail.)
London, Sept. 18.

The first of four volumes of the biography of Mr. Lloyd George, each 9/-, has been published.

The material is largely supplied by his brother in the shape of letters and a diary. The latter shows that in his youth Mr. Lloyd George was most ambitious. An extract, written at the age of 18, recording a visit to Westminster, says, "I eyed the Assembly in a spirit similar to that in which William the Conqueror eyed England on his visit to Edward the Confessor, as the region for his future domain."

The letters contain piquant comments on Mr. Chamberlain, Mr. Balfour and Mr. Asquith.

MR. CHURCHILL'S FEDERAL SCHEME.

(Reuter's Service to the China Mail.)
London, Sept. 18.

Mr. F. E. Smith, speaking at Whiteby, said that Mr. Churchill's federal scheme was an attempt to hoodwink Ulster.

He declared that the Government were solely responsible for the Belfast riot of the 14th instant.

CHAMBERLAIN'S COLIC, CHOLERA AND DIARRHOEA REMEDY.

This remedy always gives the most prompt relief in the case of those who suffer from Colic, Cholera, and Diarrhoea. It is a safe and reliable remedy for all cases of these diseases, and is sold by all chemists and druggists.

SECOND EDITION

Stop Press News BY TELEGRAPH.

[Copyright.]

NEW BRITISH WARSHIPS.

THE LATEST "AIRCRAFT" EQUIPMENT.

(Reuter's Service to the China Mail.)
London, Sept. 19.

In addition to armoured decks, the new British warships will be equipped with four inch guns capable of shooting at aircraft at a height of 9000 yards at an angle of 80 degrees; also at a height of 4500 at a distance of four miles.

ACCIDENT TO GENERAL RAWLINSON.

(Reuter's Service to the China Mail.)
London, Sept. 19.

During the manoeuvres General Rawlinson fell from his horse and sustained a broken leg.

THE UNIONISTS AND TARIFF REFORM.

(Reuter's Service to the China Mail.)
London, Sept. 19.

Speaking at Darlington, Mr. F. E. Smith, M.P., stated that the Unionists would not return to power without a definite mandate for Tariff Reform.

BRITISH HONOUR FOR THE MIKADO.

(Reuter's Service to the China Mail.)
London, Sept. 19.

Reuter's Tokyo correspondent states that Prince Arthur of Connaught has ceremoniously invested the Mikado with the Order of the Garter.

GENERAL NOGI'S FUNERAL.

FIFTY-THOUSAND PEOPLE TAKE PART.

(Reuter's Service to the China Mail.)
London, Sept. 19.

Reuter's Tokyo correspondent telegraphs that General Nogi was interred with great military honours. Fifty-thousand people took part in the funeral procession, among them being the Ambassadors and Special Envoys who attended the funeral of the late Mikado. Prince Arthur of Connaught and his Suite also attended.

FRANCE AND GERMANY.

CHARGE AGAINST THE FRENCH PRESS.

(Reuter's Service to the China Mail.)
London, Sept. 19.

Much comment has been occasioned by an apparently inspired article in the "Frankfurter Zeitung" which accuses the French Press of bullying Italy in connection with the concentration of the French fleet in the Mediterranean, and declares that a provocative tone has been noticeable in the French Press since the visit of M. Poincare to St. Petersburg.

LOYAL JAPANESE.

ANXIOUS TO RESPECT THEIR EMPEROR.

(Reuter's Service to the China Mail.)
London, Sept. 19.

At Grand Junction, Colorado, the police broke up a secret meeting at which fifty Japanese had assembled to draw lots to decide which of their number should commit harikari out of respect for the late Emperor. The leaders were arrested.

THE BRITISH MILITARY MANOEUVRES.

THE KING AND LORD ROBERTS PRESENT.

(Reuter's Service to the China Mail.)
London, Sept. 19.

A battle is imminent in East Anglia. The troops opposing the armies have concentrated by splendid marches. The Territorials are holding Cambridge, which is strongly entrenched, and form the defenders of the left flank. The Territorials are also largely responsible for the right flank, and are therefore filling an important role.

The King spent the whole day in the field yesterday, and paid attention to the administrative services to-day, he will devote to the fighting troops.

The troops greatly appreciate His Majesty's interest. Lord Roberts, on his departure, congratulated the troops on their splendid performance, and said that they were following him as a true and loyal subject.

Stop Press News BY TELEGRAPH.

[Copyright.]
AN INTERESTING ANNOUNCEMENT.

"E. P." ENGAGED.

(Reuter's Service to the China Mail.)
London, Sept. 19.

The Daily Graphic announces the engagement of General Sir Robert Baden Powell to Olive, daughter of Mr. Harold Soames.

DEATH OF SIR JAMES RITCHIE.

(Reuter's Service to the China Mail.)
London, Sept. 19.

The death is announced of Sir James Ritchie.

[Note:—Sir James Ritchie was the first Baronet of that name, the title being conferred upon him in 1903. In the following year he was Lord Mayor of London; and in 1907 was made a K.B.E. Born in Scotland in 1835, the late Baronet was the second son of the late William Ritchie, of Rockhill, Forfarshire, and brother of the late Lord Ritchie P.C., M.P. In 1891 Sir James was Alderman of the Tower Ward, and in 1897 held the office of Sheriff. He was an Officer of the Order of Leopold, and a Grand Officer of the Order of St. Louis, and a member of several London Companies. His heir is James William Ritchie, his son, born in 1868.—Ed. C.M.]

TURCO-ITALIAN WAR.

FIGHT BETWEEN ITALIANS AND ARABS.

(Reuter's Service to the China Mail.)
London, Sept. 19.

Reuter's Rome correspondent telegraphs that there were fierce Arab attacks and counter attacks, near Derna on the 17th instant. The Arabs were repulsed by the Italians, who had 61 killed and 130 wounded. The Arab losses are estimated at a thousand dead and a proportionate number of wounded; in addition, the Italians took 41 prisoners.

ACCIDENT ON A BATTLESHIP.

MAN KILLED; SEVERAL INJURED.

(Reuter's Service to the China Mail.)
London, Sept. 19.

While practice was being carried out on H.M.S. King Edward, battleship, the breechblock of a large gun blew out, killing one man and seriously injuring several others.

MORE RIOTING IN BUDA PEST.

(Reuter's Service to the China Mail.)
London, Sept. 19.

Rioting occurred in the streets of Buda Pest yesterday in consequence of the attempts of Socialists to hold demonstrations in favour of Universal Suffrage, which had been prohibited by the police. Troops and police broke up the meetings. It is officially admitted that many were injured, twenty-four seriously. Eighty arrests were made.

CANADA'S PROSPERITY.

RECIPROCITY INDISPENSABLE.

(Reuter's Service to the China Mail.)
London, Sept. 19.

Sir Wilfrid Laurier, at a Liberal demonstration at Sturgeon Falls, Ontario, affirmed his adherence to Reciprocity, which he said, was indispensable to the prosperity of Canada.

HUNGARIAN PARLIAMENTARY ANTICS.

AN "INTERNAL CONCERT."

(Reuter's Service to the China Mail.)
London, Sept. 19.

Reuter's correspondent at Buda Pest telegraphs that the Opposition renewed the uproar in Parliament this morning. A member of the Opposition shouted "Scoundrel" to Herr Becsey, Minister of Commerce. The latter struck the man who had insulted him, but was rushed at by other Opposition members who "felled" the Minister with their fists.

Members of the Government rushed to the rescue. Count Tisza's taking the Chair was the signal for an "internal concert" of whistles and trumpets.

A strong body of police then entered, and the Opposition left.

FALSE PRETENCES.

Pawn Broker Defrauded.

This morning before Mr. Melbourne at the Magistrate, two men were charged with obtaining £10 from a pawn broker at 20, Market Road, by falsely pretending that they were the pawn broker's son and daughter.

Borated Lavender -

Bath Ammonia -

This delightful preparation acts like a charm on hard water rendering it soft and pleasant to the touch, and almost doing away with the need for soap. It is delicately perfumed with Mitcham Lavender which gives it its own distinctive fragrance to the bath.

50 Cents per bottle.

Bath Soap -

Atkinson's Violet and Glycerine and Cucumber. Bath Soap 30 cents per large cake or

Gibbs' Cold Cream Soap 25 cents per cake (32.50 per cake) will be found both pleasant and economical.

Bay Rum -

This preparation distilled from the leaves and berries of the Bay enjoys an immense reputation for improving and increasing the growth of the hair. Applied daily to the hair roots it will be found very effective in removing dandruff.

SPRINKLER TOPPED BOTTLES

75-cents and \$1.25.

Myrrh and Borax -

with Cologne -

In spite of the much advertised Mouth Washes Myrrh and Borax remains the only preparation for persons with bleeding or spongy gums. A few drops in a tumbler of water give a pleasant and clean feeling to the mouth.

\$1.00 & \$1.50 per bottle.

Queen's Dispensary,

31, Queen's Road Central,
G. HARPER,
Pharmaceutical Chemist, Manager.

TELEPHONE No. 492.
Hongkong, July 30, 1912. 970

WALK-OVER

BOOTS & SHOES

FOR MEN AND WOMEN.

Dark Colour, Tan Calf

\$10.00, \$12.50 per pair

ALSO IN BLACK.

Vici Kid in Black & Tan

\$12.00 per pair

ALSO IN WILLOW CALF.

NEW PUMP MODEL

From \$10.00 per pair

IN SUEDE AND PATENT LEATHER.

A LARGE VARIETY OF OTHER SHAPES

LANE CRAWFORD & CO.

12, Queen's Road Central.

Wine Merchants.

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HONGKONG—NEW YORK

REGULAR SAILINGS via PORTS and SUEZ CANAL.

(With liberty to call at the Malabar Coast.)
FOR NEW YORK

S.S. PATHAN.....on or about 8th October
For Freight & further particulars, apply to
DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS

TAKING CARGO on through bills of lading to SOUTH AFRICAN PORTS with transhipment at CAIRO, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.
AND "AFRIC" LINE
Proposed Sailings from Hongkong

Steamers from Hongkong, On or about, Connecting at Calcutta with, or of, to

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents.

EXPANDED METAL

FOR PLASTER WORK AND REINFORCED CONCRETE CONSTRUCTION

ALSO FOR USE AS PROTECTION FROM BURGLARS WITHOUT INTERFERING WITH VENTILATION.

STOCK LIST, PAMPHLETS, AND PRICES ON APPLICATION.

Quotations for any description of Machinery or Engineering Plant on application to
DODWELL & Co., Ltd., MACHINERY DEPT.

OREGON PINE LUMBER

LARGE STOCK OF ALL SIZES ON HAND.

UNION WATERBOAT CO., LD.

CONTRACTORS TO HIS MAJESTY'S NAVY.

The above Company supply Pure, Fresh Water at the Shortest Notice either for Deck or Engine Room use.

Orders for Supplies will be received at the Company's Office:
QUEEN'S BUILDINGS, HONGKONG.

DODWELL & CO., LTD.
[GENERAL MANAGERS]

TELEPHONE No. 41.

THE STANDARD LIFE ASSURANCE CO.

(ESTABLISHED 1825).

This old-established and world-renowned Company issues policies under all the best and modern methods of Life Assurance, to meet varying circumstances.

For prospectus and full particulars apply to
DODWELL & CO., LTD., Agents.

CLARETS, Ports, Sherries & Gins.

CLARETS:

From the world famous house of Harappier & Co. of Bordeaux. (The name of Harappier is a guarantee of Purity and Quality.)

PORTS:

From the oldest and most reliable Oporto Houses, Messrs. Guimaraens & Co., &c. Quality unexcelled.

SHERRIES:

We have the famous Marques del Marito Sherries from Buckingham Palace (bearing the Royal Warrant) which cannot be equalled in the East.

GINS, ENGLISH

D.O.L. Old Tom and Dry are acknowledged to be the First Gins on the market, and are specially noted for their mellowness and fine flavour.

SOLE AGENTS

Gande, Price & Co., Ltd.

Wine Merchants.

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12, Queen's Road Central.

Shipping

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

PORTS	VESSELS	TO SAIL	REMARKS
SHANGHAI KORE AND YOKOHAMA	NANKIN	23rd Sept.	Daylight, Freight and Passengers.
SHANGHAI	CHINA	26th Sept.	About Freight and Passengers.
LONDON, via Suez Ports	DEVANHA	28th Sept.	See Special of Vails.
LONDON & ANTWERP	CEYLON	4th Oct.	About Freight only.

H. W. D. SHILLARD, Acting Superintendent.
P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER

THE CANADIAN PACIFIC RAILWAY.
PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.
SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
From Hongkong.	From Quebec.
1912	1912
Monteagle, Sat., Oct. 5.	Empress of Ireland, Fri., Nov. 1.
Empress of India, Sat., Oct. 20.	Allan Line, Fri., Nov. 22.
Empress of Japan, Sat., Nov. 16.	Empress of Britain, Fri., Dec. 13.

Steamships leave HONGKONG at 6 P.M.

FROM LIVERPOOL.	ARRIVE HONGKONG.
To QUEBEC AND RAIL TO VANCOUVER.	From YOKOHAMA, via KORE, NAGASAKI AND SHANGHAI.
Empress of Ireland, Fri., Aug. 23.	Monteagle, Fri., Sept. 27.
Allan Line, Fri., Sept. 13.	Empress of India, Thurs., Oct. 17.
Empress of Britain, Fri., Oct. 4.	Empress of Japan, Thurs., Nov. 7.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus. Each Trans-Pacific 'Empress' connects at Vancouver with a Mail Express Train and at Quebec with Atlantic Mail Steamer as above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

HONGKONG TO LONDON, via Canada, via Canadian Atlantic Port or New York (including Mail and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of through routes.

E. M. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (temporarily intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Saloon on Intermediate Steamer 'Monteagle' and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via Canadian Atlantic Port 243.
Via New York 325.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to
D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (Opposite Blake Pier).

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destination.	Steamers.	Sailing Dates.
YOKOHAMA, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.	ATSUTA MARU, Capt. J. Nagao, Tons 18,000.	FRIDAY, 27th Sept., at 5 p.m.
	YITACHI MARU, Capt. T. Yamawaki, Tons 13,000.	WEDNESDAY, 9th Oct., at Daylight.
VICTORIA, B.O., & SEAT. via KEELUNG, SHANGHAI, MOUL, KORE, YOKKAICHI, SHIMIZU & YOKOHAMA.	TAMBA MARU, Capt. E. Wada, Tons 12,500.	TUESDAY, 24th Sept., at 4 p.m.
	AWA MARU, Capt. Shimidzu, Tons 12,500.	TUESDAY, 8th Oct., at Noon.
STREY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	KUMANO MARU, Capt. M. Winkler, Tons 9600.	FRIDAY, 27th Sept., at Noon.
	YAWATA MARU, Capt. T. Sekine, Tons 7000.	FRIDAY, 25th Oct., at Noon.
Kobe & Yokohama.	KITANO MARU, Capt. E. Cope, Tons 18000.	WEDNESDAY, 25th Sept., at 5 p.m.
SHANGHAI, MOUL AND KORE.	HAHATA MARU, Capt. H. Nomura, Tons 12500.	WEDNESDAY, 25th Sept.
NAGASAKI, KORE AND YOKOHAMA.	YAWATA MARU, Capt. T. Sekine, Tons 7000.	WEDNESDAY, 25th Sept., at Noon.
SHANGHAI & KORE.	HIROSHIMA MARU, Capt. N. Kase, Tons 5000.	MONDAY, 30th Sept.
BOMBAY, via SINGAPORE, & COLOMBO.	WAKASA MARU, Capt. Nielsen, Tons 12500.	MONDAY, 30th September.

Fitted with new system of wireless telegraphy. Cargo only.

CALCUTTA LINE.

SINGAPORE, PENANG, RANGOON & CALCUTTA.

REDUCED SUMMER RATES BETWEEN
HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER, 1912.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.	Yokohama Return.	Osaka Return.	Mot Return.	Yagasaki Return.
1st class \$185	\$122	\$108	\$95	
2nd class \$81	\$75	\$65	\$57	

With option of Rail between Steamer's calling ports in Japan.
For further information as to Freight, Sailings, etc., apply to
Telephone Nos. 292 & 1241.

T. KUSUMOTO, Manager.

Shipping

THE BIG 4 OF THE PACIFIC MAIL S.S. CO.

SOME FEATURES OF SERVICE
LIGHTS and FANS Individual Electric Reading Light in each berth and Electric Fan in each State room under passenger's control.
SWIMMING TANK 12 installed on deck for salt water plunge. Bathing suits on board.

BAND Filipino String Band Concerts each afternoon and evening and also during Tiffin and Dinner.

CUISINE The Cuisine is under the direct supervision of one of the world's most famous caterers.
GAMES and AMUSEMENTS Deck Games, such as Quizzes, Shuffle-board and all kinds of gymnastic sports, are arranged during the voyage, as well as indoor amusements, such as musical entertainments. Dances and Masquerade Balls on deck are also arranged to while away the time.

WIRELESS SUBMARINE SIGNAL SERVICE The most powerful Wireless Telegraph apparatus is installed on all steamers. Is used as an additional measure of safety.

BILGE KEELS Are fitted to the ships to prevent rolling at sea, thus ensuring perfect steadiness and constant comfort.

THE COST Is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but \$120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is \$245. For the INTERMEDIATE SERVICE First Class accommodations are provided for \$48 to London (return ticket \$74) and to San Francisco \$28. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS: CHINA 10,200 Tons Sailing TUESDAY, 24th Sept., at 1 p.m.
MANCHURIA 27,000 " " TUESDAY, 1st Oct., at 1 p.m.
NILE 11,000 " " TUESDAY, 15th Oct., at 1 p.m.

LET US PLAN AN ITINERARY FOR YOU. Telephone No. 141.
King's Building (opposite Blake Pier).

FRED J. HALTON, Agent.
Panama-Pacific International Exposition—San Francisco—1915.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE

Operating the THREE TRIPLE SCREW TURBINE Steamers
CHIYO MARU, SHINYO MARU & TENYO MARU.
Speed 21 KNOTS. Displacement 21,000 TONS.
AND THE TWIN SCREW S.S. NIPPON MARU INTERMEDIATE STEAMER
Speed 18 KNOTS. Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Captain	Date of Sailing.
Chiyo Maru	W. W. J. GARRATT	Tuesday, 8th Oct., at Noon.
NIPPON MARU	A. G. STEVENSON	TUESDAY, 29th OCT., at Noon.
TENYO MARU	E. BENT	TUESDAY, 5th NOV., at Noon.
SHINYO MARU	H. S. SMITH	TUESDAY, 28th NOV., at Noon.

The S.S. CHIYO MARU will be despatched for San Francisco, via Nagasaki, Kobe, Yokkaichi, Yokohama and Honolulu, on TUESDAY, the 8th October, at Noon.

SOUTH AMERICA LINE.

In connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO, and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.
The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.
The Steamers:—
BUYO MARU, HONGKONG MARU & KIYO MARU.
Fly between HONGKONG and CORONEL via MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Date of Sailing
Buyo Maru	10,000	Friday, 4th Oct., at Noon.
HONGKONG MARU	10,000	TUESDAY, 3rd DECEMBER, at Noon.
KIYO MARU	10,000	SATURDAY, 1st FEBRUARY, at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS and POST OFFICES.
SPECIAL FARES: To OFFICERS of the ARMY and NAVY, members of the CIVIL & CONSULAR SERVICES and to MISSIONARIES.
Through bookings to all important points and AROUND THE WORLD.
For full particulars as to Passage and Freight apply to
S. MORIMOTO, Agent,
KING'S BUILDING (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE
Connecting at TACOMA with
THE CHICAGO, MILWAUKEE & PUGET
SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route from Hongkong to the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

For VICTORIA, B.O. & TACOMA via KOBÉ, YOKKAICHI & YOKOHAMA.

Steamers	Captains	Leave
TACOMA MARU	T. Hamada	Thursday, 3rd Oct. at 2 p.m.
PANAMA MARU	T. Kamae	Tuesday, 15th Oct. at 2 p.m.
SEATTLE MARU	T. Saito	Thursday, 31st Oct. at 2 p.m.
MEXICO MARU	N. Kobayashi	Tuesday, 12th Nov. at 2 p.m.
CHICAGO MARU	I. Goto	Thursday, 23rd Nov. at 2 p.m.
CANADA MARU	K. Hori	Thursday, 10th Dec. at 2 p.m.

Calling at NAGASAKI, KOBÉ, YOKKAICHI & YOKOHAMA.
Calling at SHANGHAI, MOJI, KOBÉ, YOKKAICHI & YOKOHAMA.
Calling at KEELUNG.

These Newly Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted for carrying Bulk, Trunks and Parcels. Special attention given towards Express connections.

SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

For FOOCHEW via SWATOW AND AMOY.

Steamer	Captain	Leave
KALIO MARU	Y. Yamamoto	Wednesday, 25th Sept., at noon.

For TAMSUI via SWATOW & AMOY.

Steamers	Captains	Leave
DAIGI MARU	Y. Sogawa	Sunday, 22nd Sept., at noon.
DAIJIN MARU	T. Fuchigami	Sunday, 29th Sept., at noon.

For ANPING & TAKAO via SWATOW & AMOY.

Steamer	Captain	Leave
SOSHU MARU	K. Sukawa	Wednesday, 2nd Oct., at 10 a.m.

For CANTON (Direct).

Steamer	Captain	Leave
SOBU MARU	K. Sukawa	Friday, 27th September.

These steamers of the Coast and Formosa Line have excellent accommodation for First-Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from SOON YIP WHARF (near the Harbour Office, Praya Central).
For further information, apply to
S. HIRORI, Manager,
Second Floor, No. 1 Queen's Building.

Shipping

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
CHEFOO & NEWCHOWANG	NIHONG	Sept. 21, at 4 p.m.
SHANGHAI	LIAN	Sept. 21, at 8 a.m.
HAIPHONG	SUNGLANG	Sept. 24, at 4 p.m.
MANILA, CEBU & ILOILO	TAIKO	Sept. 24, at 4 p.m.
YOKOHAMA	YUICHOW	Sept. 26, at 4 p.m.
SHANGHAI	CHENHUA	Sept. 26, at 4 p.m.

AUSTRALIAN ORIENTAL LINE.

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COORNTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in the State rooms. A duly qualified Surgeon is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers 'Tan' & 'Taming'. Saloon accommodation amidships; Electric Fans fitted; extra state-rooms on deck, etc. Saloon accommodation of s.s. 'Raifong' is situated on deck, etc. Electric Fans fitted.

SHANGHAI LINE. EAST COAST TWIN SCREW STEAMERS (S.S. Anhui, Chusan, Linan, Chinkiang), with excellent passenger accommodation, Electric Light throughout and Electric Fans in State rooms and Dining Saloon. Leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES: Single \$45 Return \$75.
NEW SERVICE
SHANGHAI TO ANTUNG, direct sailings on alternate Wednesdays.
For Freight or Passage, apply to

Telephone No. 38. BUTTERFIELD & SWIRE, AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

For	Steamers	To SAIL
YOKOHAMA, via SWATOW.	CHIPSING	FRIDAY, Sept. 20, at Noon.
YOKOHAMA, via SWATOW.	LOONGSANG	SATURDAY, Sept. 21, at 8 p.m.
YOKOHAMA, via SWATOW.	HANGSANG	SUNDAY, Sept. 22, at Daylight.
SINGAPORE, PENANG & NAMSANG	NAMSANG	TUESDAY, Sept. 24, at Noon.
SHANGHAI, KOBÉ AND MOJI	KUTSANG	TUESDAY, Sept. 24, at Noon.
SHANGHAI	TUNGSHING	WEDNESDAY, Sept. 25, at Noon.
MANILA	TUNGSHING	SATURDAY, Sept. 28, at 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 24 days).

These steamers Kutsang, Tungshing and Loongsang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Loongsang and Kutsang leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chafoc, Tientsin, via Chinkiang.

For Freight or Passage, apply to Telephone No. 215.
JARDINE, MATHESON & Co., Ltd., General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, Hongkong and Rangoon.

EASTWARD

The S.S. FULTA, 4154 tons, Captain TALBOT, will be despatched for YOKOHAMA & KOBÉ on the 20th September, at Noon. To be followed on the 15th October by s.s. ITOLA, Capt. TUCKER, taking cargo and passengers at current rates.

WESTWARD

The S.S. MUTTRA, 4644 tons, Capt. H. CARY, now here and ready to load 10th inst. will leave Hongkong for SINGAPORE, PORT SWETENHAM, PENANG and RANGOON on the 23rd September, at Noon, followed by the S.S. OKARA, 5291 tons, Capt. A. J. EVANS, on the 4th October, at Noon, taking cargo and passengers at current rates.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight & Passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.
Hongkong, July 19, 1912.

THE ROYAL MAIL STEAM PACKET COMPANY

'SHIRE' LINE SERVICE.

PROJECTED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

For	Steamers.	Date of Departure.
SHANGHAI, KOBÉ AND YOKOHAMA	'FLINTSHIRE'	about 11th October.
LONDON & ANTWERP	'DEN OF GLAMS'	about 12th October.
SHANGHAI, KOBÉ AND YOKOHAMA	'DENBIGHSHIRE'	about 27th October.
LONDON & ANTWERP	'FLINTSHIRE'	about 14th November.

These steamers have superior accommodation for a limited number of First-Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

* Does not carry passengers.
For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, February 15, 1912.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

EASTWARD.

S.S. THONGWA, 3,428 tons, Capt. Fyeh, will be despatched for KOBÉ and MOJI on 20th September, at 1 p.m.

WESTWARD.

S.S. JAPAN, 3,806 tons, Capt. Archibald, will be despatched for SINGAPORE, PENANG and CALCUTTA on 21st September, at 4 p.m.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to
DAVID SASSOON & CO., LTD., AGENTS.

Hongkong, July 24, 1912.

"HONGKONG'S MUSICAL HISTORY"

BY H. L. O. GARRETT.

Being a reprint of a series of articles that appeared in the
CHINA MAIL

Price 50 cents.

Shipping



STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEEN, EGYPT, MEDITE-
RANEAN PORTS, PLYMOUTH
AND LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTI-
NENTAL, AMERICAN AND SOUTH
AFRICAN PORTS.

THE Steamship DEFANHA, Captain
W. R. HICKER, carrying His Majesty's
Mails will be despatched from this for BOM-
BAY, on SATURDAY, the 28th Sept.,
1912, at Noon, taking Passengers and Cargo
for the above ports, in connection with
the Company's Steamship Moolah, 10,000
tons, from Colombo, Passengers' accommo-
dation in which vessel is secured, before
departure from Hongkong.

Bulk and Valuable, all cargo for Penang,
Tia and Ceylon for London (under agree-
ment) will be transhipped at Colombo, where
the mail steamer proceeding direct to Pen-
ang & London, other cargo for London,
etc., will be conveyed via Bombay by the
s.s. Peris due in London on the 15th
November, 1912.

For further particulars, apply to
H. W. D. SHILLARD,
Acting Superintendent,
Hongkong, Sept. 16, 1912.

INDRA LINE, LIMITED.

FOR NEW YORK via SUEZ CANAL.
(With Liberty to Call at the Malabar
Coast).

THE Steamship—

INDRASAMRA.

Will be despatched at above
on 28th September.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, September 3, 1912.

1107

Notices to Consignees

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD,
BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ WALDEMAR,
having arrived, Consignees of cargo are
hereby informed that their Goods, with
the exception of Opium, Treasure and Val-
ables, are being landed and stored at their
risk into the hazardous and/or extra dan-
gerous Godowns of the Hongkong and New
York Wharf and Godown Company, Limited,
Kowloon and West Point Godowns, whence
delivery may be obtained.

Optional Cargo will be forwarded on
unless intimation is received from the Con-
signees before noon-day requesting it to
be landed here.

No claims will be admitted after the

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.PROPOSED SAILINGS OF MAIL STEAMERS
HOMEWARD PASSENGER SEASON 1913.

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR
LOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
INDIA	Jan. 13	MOOLTAN	Feb. 15	Feb. 21
ASSAYE	Feb. 1	MALOVA	March 1	March 7
SHALAYA	Feb. 15	MOREA	March 15	March 21
DEVANHA	March 1	MARMORA	March 29	April 4
DELTA	March 15	MEDINA	April 12	April 18
INDIA	March 29	Through Steamer	April 28	May 2
ASSAYE	April 12	MONGOLIA	May 10	May 16
DEVANHA	April 26	MACEONIA	May 24	May 30
CHINA	May 10	MALWA	June 7	June 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO to Marseilles is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON
1st SALOON £71.10 SINGLE £108.14 RETURN.
2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (Non-Transit) STEAMERS
WILL LEAVE FOR

LONDON,

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave Hongkong	Due Marseilles	Due London
NOYARA	about January 22	Feb. 23	March 5
SUNDA	February 5	March 6	March 19
SARDINIA	February 19	March 23	April 2
SOMALI	March 5	April 6	April 16
NAMUR	March 19	April 20	April 30
NANKIN	April 2	May 4	May 14
NANZAN	April 16	May 18	May 28
NORE	April 30	June 3	June 13
NILE	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES, as noted.

FARES TO LONDON
1st SALOON £35.0 SINGLE £52.10 RETURN.
2nd £23.10 £37.4

For further particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For STEAMERS CAPTAIN To SAIL.

MARSEILLES, Via Ports CALEDONNIEN, MELBOURNE, about 24th September.

TRANSHIPMENT on the Co's Steamers at SINGAPORE, PENANG, COLOMBO, PORT SAID, and AUSTRALIA, at PORT SAID for the LEVANT, CONTAINE, and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent,
QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.
IN CONJUNCTION WITH
Deutsche Dampfschiffahrts-Gesellschaft 'HANSA.'REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,
Via STRAITS AND COLOMBO,
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Livorno, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, Kobe & Yokohama	For Marseilles, Havre & Hamburg
S.S. C. FEILD, LAEISZ, 21st Sept.	S.S. SILESIA, 21st Sept.
S.S. ARCADIA, 26th Sept.	For Rotterdam, Hamburg & Antwerp
S.S. SCANDIA, 13th Oct.	S.S. BELORAVIA, 5th Oct.
S.S. BAYERN, 17th Oct.	For Havre, Rotterdam & Hamburg
S.S. LIBERIA, 7th Nov.	S.S. O.L.D. AHLERS, 7th Oct.
S.S. ALESIA, 19th Nov.	For Havre, Bremen & Hamburg
	S.S. C. FEILD, LAEISZ, 23rd Oct.
	For Marseilles, Rotterdam and Hamburg
	S.S. SAHSEN, 30th Oct.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

THE CHINA MAIL, LTD

UNDERTAKE
ALL SORTS OF ARTISTIC JOB-PRINTING

such as
INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT
PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPEC-
TUSES, WINE LISTS, ETC., ETC.

Obtain quotations from

THE CHINA MAIL OFFICE

6, Wyndham Street.

European Supervision Moderate Prices

Shipping.

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO
VICTORIA, B.O., VANCOUVER, SEATTLE, and
TACOMA.

via SHANGHAI & JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

Steamer	Sailing
ORTERIC	October 3rd.
LORD CURZON	November 20th.
LORD DERBY	December 17th.

To be followed by other steamers of the Company at regular intervals.
The BANK LINE Steamers are of the Newest Design, have most Com-
modious Accommodation and are fitted throughout with Electric Light and
Wireless Telegraphy.

Special Parcel Express to American and Canadian Points.
Will call at AMOY and KEELUNG if sufficient inducement offers.
For Rates or Freight or Passage apply to

THE BANK LINE, LIMITED,
KING'S BUILDING, PRINCES CENTRAL.

TELEPHONE No. 180.

INDIAN AFRICAN LINE.

CARGO earned on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH
and CAPE TOWN with transhipment at COLOMBO to steamers of the Indian
African Line.

NEXT SAILING.

From HONGKONG. From COLOMBO.
10th October.

For Rates and further information, apply to

THE BANK LINE LIMITED,
(MANAGING AGENTS).

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE Steamers of this Service provide Quickest transit from the Orient to the
Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports
transhipping to Conference-Weir Line steamers at Calcutta.

FROM HONGKONG connecting with Company's Steamer
at CALCUTTA.

For rates of Freight and further particulars apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

New Line of Steamers
TO
South African Ports.
ORIENTAL AFRICAN LINE

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay,
Durban, East London, Port Elizabeth and Cape Town, calling at Manilla
if sufficient inducement offers, and affording the Quickest Freight Transport from the
Orient to South Africa.

PROPOSED SAILINGS.
S.S. DUNERIO, 3,000 tons, To be despatched at the end of September.

And regularly thereafter.

For rates of Freight or regularly Passage apply to

THE BANK LINE, LIMITED,
Managing Agents.

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To SAIL
NAPLES, GENOA, ALGIER, PRINZ LUDWIG,			
GIBRALTAR, SOUTHAMP-			
TON, ANTWERP & HAMBURG		(18,300)	FRIDAY, 20th Sept. at 10 a.m.
SHANGHAI, NAGASAKI, DERFFLINGER,			
Kobe & YOKOHAMA		(17,000)	WEDNESDAY, 2nd Oct.
MANILA, ANGAUR, YAP, PRINZ WALDEMAR,			
NEWGUINEA, BRISBANE, Capt. H. Bremer,		(6,100)	SATURDAY, 5th Oct. at 10 a.m.
SYDNEY & MELBOURNE			
Kobe & YOKOHAMA	COBLENZ,	(4,000)	About 15th Oct.
	Capt. Kleigt.		
KUDAT and SANDAKAN	BORNEO,		Middle of October.
	Capt. P. Semhill		

DIRECT to SANDAKAN. RAJAH, About the 13th September.
All the steamers of the European Line are fitted with Wireless Telegraphy. New
System of Telefunken.

For further Particulars apply to

Norddeutscher Lloyd.

MELOERS & CO.,
General Agents, Hongkong & China.

PHILIPPINE STEAM-
SHIP Co.

Steamship	Tons	Departure	For	Sailing Date
RUBY	4,000	S. A. Crosby	Manila, Mindanao	Sept. 21, at 4 p.m.
LAUREL	4,000	M. O. Smith	Manila, Mindanao	Sept. 23, at 4 p.m.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers

Shipping

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.
Accelerated Train Service from Trieste to Paris, London and Berlin.
S.S. AFRICA, 8800 tons, will leave as above on 22nd September, at 5 p.m.
S.S. KOERBER, 9900 tons, will leave as above on 19th October, at 5 p.m.
Cheap rates Hongkong-Trieste, Venice 250 1st class, £36 2nd class & £19 3rd class.
Superior accommodation for 1st and 2nd Class and Cabin passengers. No surtax,
no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

TO SHANGHAI.

S.S. KOERBER, 9900 tons, will leave as above on 5th October, a.m.
S.S. BOHEMIA, 7900 tons, will leave as above on 4th November, a.m.
Cheap rates Hongkong-Shanghai £3 1st class, £4 2nd class and £2 3rd class.

MONTHLY ORDINARY SERVICE.

S.S. AUSTRIA, 14,300 tons, will leave for TRIESTE, PIUM, and
VENICE via SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN,
SUEZ, PORT SAID, about 1st October.

TO KOBE.

S.S. CHINA, 11,800 tons, will leave as above and to Yokohama via Shanghai about
23rd September.

S.S. E. FRANZ FERDINAND, 12,000 tons, will leave as above about 31st Oct.
Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.
Cargo is taken at through rates to all ports in the Adriatic, the Levant and Black
Sea, also to North and South America. For information apply to

SANDER, WIELER & CO., Agents,

PRINCES BUILDING.

Hongkong, January 3, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having
splendid accommodation for First-Class Passengers. Electric Light, Excellent
Cuisine.

FOR SWATOW, AMOY & FOOCOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS CAPTAIN SAILING.

HAIYANG Capt. A. E. Hodgins FRIDAY, 20th Sept., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days)

HAINUN Capt. J. W. Evans SUNDAY, 22nd Sept., at 11 A.M.

During the months of July & August—Return Tickets available for three months
will be issued at a reduction of 25% on the usual rate to Foochow.

Steamers will arrive at, and depart from the Company's Wharf
near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAFRAIK & CO.,

General Managers.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL

SERVICE

TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	Aug. 30.	Sept. 25th, at 11 a.m.
ST. ALBANS	Sept. 20.	Oct. 12th, at Noon.
EASTERN	Oct. 18.	Nov. 9th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.
For further particulars, apply to

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, November 2, 1908.

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN STEAMSHIP COMPANY

S.S. 'MINNESOTA'
Capacity 28,000 Tons. Length 630 Feet. Beam 73 1/2 Feet.
21,000 Tons Gross Register. 34,500 Tons Displacement.
EQUIPPED WITH WIRELESS TELEGRAPHY.
(CAPT. T. W. GARLOCK.)

SAILS FROM HONGKONG ON MONDAY, November 4th, at Noon.

SEATTLE VIA KEELUNG, NAGASAKI, INLAND
SEA, KOBE and YOKOHAMA.

LUXURIOUS PASSENGER ACCOMMODATION—Suites and State-rooms (all
outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone,
etc.

Direct connection at Seattle with Great Northern and Northern Pacific Railways
for all points in the United States, Canada and Europe.
Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe
and Nagasaki, without extra charge.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, PRINCES BUILDING.

Hongkong, November 1, 1911.

THOS COOK & SON.

TOURIST STEAMSHIP & FORWARDING AGENTS,
BANKERS, etc.

Head Office for the Far East: 15, DES VOGES ROAD CENTRAL, HONGKONG.
SHANGHAI: 23, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS arranged to EUROPE by the principal STEAMSHIP LINES, as
TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.
BAGGAGE collected, forwarded and insured at low rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office: LUDGATE CHURCH, LONDON, E.C.

Hongkong, April 4, 1908.

Notices to Consignees

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD,
BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

having arrived, Consignees of cargo are
hereby informed that their Goods, with the
exception of Opium, Tobacco and Valu-
ables are being landed and stored at their
risk into the Godown and/or extra
Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, Kowloon & West Point Godowns,
whence delivery may be obtained.

Optional Cargo will be forward on lease
immediately is received from the Consignees
before Noon To-day requesting it to be
landed here.

No claims will be admitted after the
goods have left the Godown, and all goods
remaining undelivered after the 24th of
September will be subject to sale.

All Broken, Chafed, and Damaged Goods
are to be left in the Godown, where they
will be examined on the 24th of September
at 2.30 a.m.

All claims must reach us before the 1st
of October, 1912, or they will not be
recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
the Underwriters.

NORDDEUTSCHER LLOYD,
WELCHER & CO.,
General Agents.

Kowloon, September 18, 1912. 1177

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND
MOI.

THE Steamship Japan having arrived
from the above ports, Consignees of
Cargo are hereby informed that their goods
will be delivered from alongside.

Cargo impeding the discharge will be
landed at Consignees' risk and expense
into the Godown and/or extra Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, September 17, 1912. 1176

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN
PORTS & SHANGHAI.

CONSIGNEES of Cargo per Steamship
CHINA.

The above-mentioned vessel having
arrived, Consignees of Cargo are hereby
notified to send in their Bills of Lading for
counter-signature and to take immediate
delivery of cargo from alongside.

Cargo impeding the discharge will be
landed and stored at Consignees' risk and
expense.

Cargo remaining undelivered on FRIDAY,
20th Sept., at noon will be subject to
storage and stowage charges.

No claims will be counter-signed for cargo
or damage unless packages have been ex-
amined prior to delivery and list of
exceptions furnished consignees.

No Fire Insurance whatever will be
effected.

All chafed and otherwise damaged cargo
will be examined at the above Consignees'
Godown on THURSDAY, Sept. 19th,
1912, at 10 a.m.

All claims must be filed on or before
October 12th, 1912, otherwise they will
not be recognized.

FRED J. HALTON,
Agent.

Hongkong, Sept. 13, 1912. 1147

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.
7.45 p.m. and 9 p.m. 9.45 p.m. to 11.30
p.m. Every 15 minutes.

SUNDAYS.
8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.<

